

MOTOR RACING

and
Economy Car News

7th Year - No. 21 - Los Angeles, Calif.

Sept. 7-14, 1962

(Published bi-weekly except last issue of calendar year)

25c

Bob Harris Goes Up and Up and Up!

MORE SANTA BARBARA PHOTOS PG. 1-3-5



SPECTACULAR CRASH at Cal Club's (SCCA) Santa Barbara races saw Bob Harris' Campbell Spl. go off the course going into turn 2. Note flying parts. Inset shows remains of the smoking

MOTORACING photos by Bill Norcross and Gus V. Vignolle wreckage. Harris was lucky --- he escaped with a broken shoulder and cracked ribs. Story on Page 1.

RENO RACES

Next big road race is the Reno Grand Prix at Stead AFB Sept. 22-23, underwritten by Bill Harrah, famous Nevada sportsman, and staged by the SF region of SCCA.

Leading the entry is Bill Krause, hottest name in road racing today, driving a Birdcage Maserati. Others include Lance Reventlow, in his new Scarab; Ken Miles, Ferrari Berlinetta; Dave MacDonald, Corvette Spl., and Don Huette, Porsche RSK.

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HEY, LOOK!

Two big races were confirmed at presstime --- a true open road race on Nov. 17 in Baja Calif., from San Felipe to Ensenada (484km), and the Palm Springs Grand Prix for F1 cars on Nov. 18 at the Thermal Airport near PS.

The Mexican race is for sports, stock and compact cars. Total prize fund is \$26,000 (US). The F1 race is for \$10,000. More details next issue.

Over and Out- - But Driver Walked Away OK

Krause Santa Barbara Victor As Form. Jr. Driver Killed, 2 Hurt; New Course Blasted



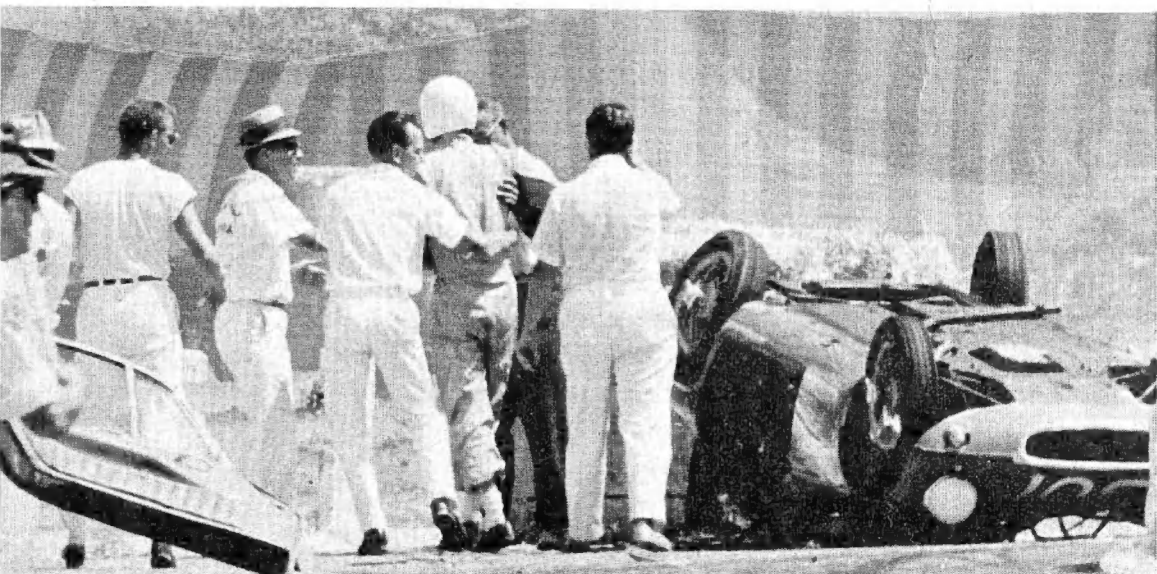
Santa Barbara: Norman Hart's Lotus Elite starts to go at turn 2.



This is the second flip and door flies open as Ed Eginton follows.



The car comes crashing down, with parts flying all over.



The end---wheels up. Hart walks away with assist from course marshals.

Photos by Bill Norcross



(Editor's Note -- One of the most knowledgeable men in the country on road racing is Jerry Titus, Technical Editor of SPORTS CAR GRAPHIC. Herewith he covers the mechanics of the Santa Barbara course with potent comments on turns 1 and 2.)

By JERRY TITUS

Technical Editor of
SPORTS CAR GRAPHIC

Cal Club officials are now well aware that the Turn-1/Turn-2 combination of the new course is literally a deathtrap. It is doubtful, however, that they fully realize WHY this is so or what corrective measures should be taken, else the layout would not have been accepted in the first place.

Turn 1 is a "flat-out" dogleg at the end of a fast straight; the

Continued on page 7

By GUS V. VIGNOLLE
Editor of MOTORACING

SANTA BARBARA, Calif., Sept. 2 --- The gloom was thick here this weekend at the 18th running of the Cal Club's (SCCA) races at Goleta Airport as one driver was killed and two others injured. In today's feature, the hottest driver on the Coast, Bill Krause of Long Beach, Calif., scored his fourth straight win in a Birdcage Maserati. The scheduled 15-lapper was red-flagged

Continued on page 6

Hall-Sharp

Elkhart Winners
Aboard Chaparral

ELKHART LAKE, Wis., Sept. 9 --Two Texans, Jim Hall and Hap Sharp, of Midland, averaged a record 84.978mph here today as they won the 6th annual Road America 500mi. sports car race in a Chevy-powered Chaparral.

One lap behind in second were Bob Donner and Don Sessler, in a Porsche RS61, first in class E. The Chaparral was the class C winner. E.L. Hall-Glenn Carroll, Porsche, were 3rd. Frank Baptista-Arthur Tweedale, Lola, were 4th. Fifth went to Charles Dietrich-Carl Haas, Elva Mk. VI. The crowd was 34,000.

Only threat to Hall and Sharp was the Scarab piloted by Harry Heuer and Bill Wuesthoff. It led after the Chaparral made its first pit stop, but later a broken oil line forced the car out of the race.

Hall had fastest lap of 89.219 mph over the 4mi. course.

Forty-five cars started and 21 were racing at the end.

Severe injuries were suffered by William Allen when his Lotus XI flipped after spinning off the course.

Vignettes

By Gus V. Vignolle

- Lotus in the News
- Challman Explains
- Molle's Lotus Here

THIS IS A COLUMN about Lotus and Mr. BOB CHALLMAN of Manhattan Beach, Calif., who is the factory representative for that marque in So. Calif., Ariz., Utah and So. Nev.

Please do not be tempted to believe that the fact that the tall and rangy Mr. Challman has a fat advertisement in this issue prompted me to write about him and his car. Long-time followers of MOTORACING know that ads (wondrous as they are, because they pay the freight) do not dictate editorial policy on this Snapper-Wraper. You don't see those jolly Limey factories and distributors --- Rootes, Triumph and Jaguar --- on these pages, and only a couple of months ago BMC would be on the list. And you don't see money-making M. HOFFMAN and his Italian runabouts either.

Racingwise, Lotus is in the news. At Santa Barbara, for instance, there was a tie between Lotus and Porsche for most number of cars entered among the 253 entries. Each had 32 cars.

Then there is FRANK
Continued on Page 3

Letters to MotoRacing

UTAH'S SHEEP - HERDERS

You think you have troubles. Just read your article in the Aug. 10-17 issue of MOTO-RACING and had to chuckle. You ought to try driving a few blocks with these sheepherders in Utah. Here they have grand-daddy licenses, which they never have to renew, that were issued somewhere in the middle ages, around O-dark-100.

We really enjoy our trips to the LA region. It's rather enjoyable to be able to make left turns, watch people signal, stop for stop signs, and not to be stuck behind some idiot doing 20mph in the left hand lane. Happy Motoring.

CLARK D. SANFORD
Salt Lake City

THE EDITOR IS NUTS

Regarding your column VIGNETTES on the highway drivers in Los Angeles . . . being the worst, you're nuts.

I've found LA drivers the best! At present I'm in Houston, Texas. Try this place sometime and then let's hear you. These people couldn't even pass a pedestrian's test!

FRED NEWMAN

Ex-Angelino, HOUSTON

P.S.: Love your paper. Keep it coming -- it keeps me going!

A CHEER FOR MASON

Congratulations on the addition of Frank Mason as a columnist on MOTORACING! This will undoubtedly add some spice to that already zippy publication. I look forward to Frank's articles - as I always do.

FRED C. SANDER
Long Beach 3, Calif.

YES, SANTA, THERE IS . . .

Feel as though I have just finished reading a "dedicated to Beers" edition of MOTO-RACING. I'm puffed out so far right now that I am afraid that I will stumble!

Please know how much I appreciated the interest and space afforded the film service. More important than being a business is the fact that it enables me to keep in touch with the old gang and in the know with what's going on.

Again, my thanks to you, and to Roland Jons and Flavio St. Germain.

VIRGINIA BEERS
Motor Sports Film Service
No. Hollywood, Calif.

WONDERFUL SUNSHINE!

Please accept this subscription to your excellent paper. I would like a good friend of mine to become acquainted with MOTO-RACING; I am quite sure he will enjoy it as much as I have through the years.

A. G. EDINGER, JR., M.D.
Redondo Beach, Calif.

MORE SUNSHINE

Please extend my subscription for one year. I have enjoyed your paper for the last three years and it gets better all the time... Keep up your excellent work.

MARTIN GRAHAM
Los Angeles 24



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Pacific Coast Point Standings

PACIFIC COAST SCCA DIVISIONAL CHAMPIONSHIP POINT STANDINGS (AREAS 9 & 10)

Points include: Riverside, March 3-4; Tucson, March 31-April 1; Del Mar, April 28-29; Laguna Seca, June 9-10; Salt Lake, July 7-8; Seafair, July 28-29.
Remaining events: Santa Barbara, Sept. 1-2; Reno, Sept. 22-23, and Phoenix, Dec. 1-2.

A PRODUCTION
Joe Freitas Corvette 142
Red Paris Corvette 82
Walter Barnitz Jag. XKE 58
Dave MacDonald Corvette 30
Scott Briley Corvette 26
Everett Hatch Corvette 24
William Rushton 18
Stephen Kursh Jag, XKE 14
Dean Geddes Corvette 10

B PRODUCTION
Paul Reinhart Corvette 156
Don Wester Porsche Carrera 98
Jay Hills Porsche Carrera 50
Bob Dickson Corvette 46
N. Lorensen Corvette 24
Bart Martin Corvette 16
Bob Nix Corvette 14
Jerry Loman Ferrari 250 12
Jim Collipriest Corvette 10
Roy Campbell Corvette 8
Bob Kirby Porsche Carrera 7
Danno Raffetto Corvette 2
Paul Lipkin Corvette 1

C PRODUCTION
Lew Spencer Morgan 80
Alan Schorken AC Bristol 80
Allen Grant AC Bristol 64
Dan Holland AC Bristol 38
James Greaves Jag. 30
Al Norman AC Bristol 28
Ray Wolff Morgan 24
Geo. Von Tobel Jag. 150 22
Jim Nieland AC Bristol 18
Ike Banks Daimler 13
Eric Settergren AC Bristol 9
Allan Brengle Abarth DOC 6
Jim Parkinson Abarth DOC 4
Harry Bronenberger Porsche 4
Jerry Hall Porsche 2

D PRODUCTION
Ronnie Bucknum A-H 3000 180
Rick Muther Porsche 1600 82
James Kennedy Porsche 1600 60
Wyn Robertson Porsche 44
Ed Barker Porsche 32
Allen McEwan A-H 3000 22
Alan Johnson Porsche 18
Jack Scoville Porsche 18
Gil Ranney Alfa Veloce 17
John Barneson Porsche 16
Gary Blodgett Alfa Veloce 12
William Larson Porsche 6
William Newton Porsche 4
Gerald Kikin Porsche 4
Keith MacMillan Alfa Veloce 4
Robert Parker Alfa Veloce 4
R. G. Schmidt Alfa Veloce 4
Ed Rowley A-H 3000 3
Ed Mackey Alfa Veloce 2
Ed Ranney A-H 3000 2
Paul Harbeck Porsche 2
Walt Fitze Porsche 2
Stan Bowers A-H 3000 2
Richard Lee Porsche 1
Ken Van Dyke Alfa Veloce 1

E PRODUCTION
Charley Gates TR-4 80
Al Brizzard Lotus Elite 58
Jim Dittmore Elva 42
Carl Swanson MGA-Twin Cam 31
John Jewett TR-3 30
Dick Hughes Elva 28
Mike Roetner Lotus Elite 26
Rick Hilgers Morgan 24
D. Burton Morgan 18
Ron Cole Morgan 16

EDITORIAL

Cal Club's Strong-Arm Tactics

The Calif. Sports Car Club, notorious for its threats to ban drivers competing in the rival club's races and for its strong-arm tactics against photographers, is in plenty of trouble.

As if the Santa Barbara Labor Day debacle wasn't enough cause for grief, the Cal Club asked for additional trouble --- and got it! The National Broadcasting Co., no small fry, is seriously contemplating legal action against the Cal Club. This is the aftermath of the confiscation of motion picture film by the CCCC region of SCCA.

Movies of the crashes were taken by Jerry Sims, a cameraman for NBC News, which also syndicates films to TV stations other than NBC.

The cause celebre was mentioned on NBC's Channel 4 news program by Bob Wright on the night of the Sunday races. Wright says that Sims told him he gave up the film after they threatened to break his camera.

Sims said the run-in was with an off-duty Santa Barbara cop by the name of Diaz, and with Tom Lamona, one of the Cal Club's weekend cops.

Sims said he was asked to give up his film. He refused. Then, he added, he was told his camera would be smashed unless he yielded the film. At this point, he turned the film over.

John Thompson, also of NBC News, told MOTORACING that the company's Legal Dept. had written an opinion after discussion with the head office in NY. "As a result," Thompson declared, "NBC is now seriously contemplating legal action."

TWO DIRECT CHARGES ARE INVOLVED

Thompson said the Legal Dept. informed him there were two direct charges involved: (1) Assault and battery, and (2) Forceful robbery for taking property belonging to NBC News.

The Cal Club in the past has threatened and bulldozed penny-ante photographers and Box Brownie Brigaders. Nothing ever happened. The Cal Club's "Big Stick" Policy always worked . . . until they decided to get tough with NBC.

Bob Wright was informed that NBC News wasn't alone. The editor of MOTORACING also was "bothered" by two of the Cal Club's officious weekend cops after the Bob Harris crash.

One of the weekend cops kept asking if we got photos. We said yes, at the same time looking around for an iron pipe. No threats were made about busting up our equipment.

This is nothing new in this sports car racing cult. Five or six years ago, when Ernie McAfee was killed at Pebble Beach, one of the goons from the San Francisco region of SCCA threatened us if we dared take a photo of the machine.

The Cal Club's announcers constantly warn: "Racing can be dangerous." They should get it straight and say: "Racing is dangerous." Racing is fiercely violent and, like a plane crash, it lends itself strongly to sensationalism. There is nothing you can do about it. That's it.

TACTICS DO NOT MAKE FOR POPULARITY

And as long as there are cameras, photos will be taken. And they will be used by the daily press and TV. We were once associated with an airline, but do you think we could prevent the press from using photos when one of the planes splashed?

These clubs --- the Cal Club in particular --- ought to wake up to the fact that tactics such as were used at Santa Barbara are not going to endear them to the Snapper-Wrappers or TV stations.

It might interest you to know, however, that as a result of the Santa Barbara "action," MOTORACING received 243 photographs, submitted by legitimate photogs and Box Brownie Brigaders. Quite a number were of Russell Martin, his arms flailing, as he was crashing to his death. These photos are not being published.

But we are not condemning TV or the Snapper-Wrappers for their right to use such photographs. Anyone close to racing has always bitterly opposed this policy --- but it will continue as long as the public relishes that which is violent and sensational.

There is nothing you can do about it. The sports car clubs should have enough native intelligence to realize this.

In all fairness, though, let's look at it strictly from racing's viewpoint. A few years ago a senator from Oregon sought in all seriousness to have legislation passed that would outlaw all forms of motor racing in the United States. That could have come to pass, but it did not. Stranger things have happened. Remember how they shut off the booze.

SOME COULD RAISE QUITE A RUCKUS

This move COULD be revived. A steady barrage of gruesome photos could incite people who pack enough weight to do something drastic. Or as Jerry Titus of SPORTS CAR GRAPHIC sagaciously points out, some of those Santa Barbara octogenarians could kick up a terrific ruckus, jump on the Junior Chamber and violently campaign for no more races in Santa Barbara.

And there would be another course lost.

Although there are two sides to this ticklish subject, the Cal Club ought to wake up to the fact that it is not omnipotent. It was sued a few months ago by its erstwhile rival, the U.S. Sports Car Club for threatening to ban drivers racing at Pomona.

And now there is the threat of what could be a massive suit filed by NBC.

Come on, Cal Club, let's get off that "Almighty I-Am," "Tough Guy" and "Big Stick" kick. — GUS V. VIGNOLLE

Warren Hancock	Lotus Elite	16	Al Hodges	Lotus Elite	10
Frank Copeland	Lotus Elite	16	John Nordan	Morgan	9
B. Kalmor	Morgan	16	Peter Black	Morgan	8
Robert Rinde	TR-4	16	Robert Walsh	TR-3	8
Lindley Manning	TR-3	12	Robert Walsh	TR-3	8
Allan Patterson	Elva	12	Monte Shelton	TR-3	8
Al Reid	TR-4	12	Ed Eginton	TR-3	6
Jack Rowe	A-H100-6	10	Frank Crane	Morgan	6
			Pat Riely	TR-3	6
			Berk Charvoz	MGA-Twin Cam	5
			Don Wikel	Morgan	5
			Phil Massarella	TR-3	4
			Norman Hart	Lotus Elite	2

Continued on page 3

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SO SORRY

The popular ECONOMY CAR NEWS column is omitted from this issue due to lack of space as the result of the extensive pictorial coverage of the Santa Barbara races. It will be resumed in the next issue.



Vignettes

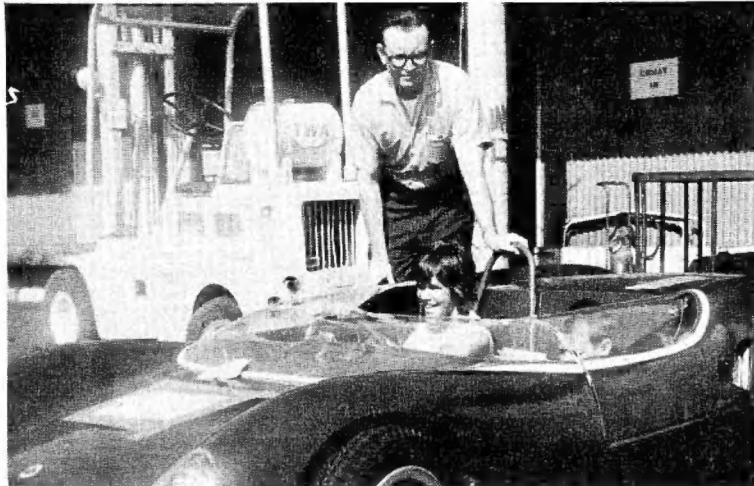
BY GUS V. VIGNOLLE
CATCHING UP ON LOTUS WITH
BOB CHALLMAN AT JOE DAMANTI'S

Continued from Page 1

MONISE'S 1500 Lotus 23, and last week you had the arrival from England by air of BILL MOLLE'S 1100 Lotus 23. On top of that, an Elite made for some spectacular photos at Santa Barbara (see BILL NORCROSS' terrific pictures on Page 1). Then, too, you recently read in this space what STIRLING MOSS said --- that in his opinion the car with the best road-holding qualities in the world was the Lotus Elite.

I do not have a piece of Lotus; as a matter of fact, I am not overly fond of COLIN CHAPMAN.

The point of the story is that Challman, who also races a Lotus (of course) whenever he gets the chance, has been quite despondent



MOTORACING photo by Gus V. Vignolle

DR. BILL MOLLE and his 1100cc Lotus 23, which arrived here from England last week. All fired up at the wheel is his daughter, Barbara, 11, while son Bill, Jr., 7, is more inuent on reading MOTORACING.

during the past few months. Reason: the showrooms at his neat beach layout have been empty. They were clamoring for Lotuses --- but the cupboard was bare.

The previous Lotus people certainly had not endeared themselves to ANYBODY. Since JAY CHAMBERLAIN blew the duke, nobody in So. Calif. --- the sports car capital of the country (it says here) --- knew where the hell Lotus stood. Challman made two trips to the factory in England and finally sewed the deal up.

It was rough in the Peso Dept., because as Bob says, "I am not a Big Spud --- and it's rugged when you are a Miguel Mouse." You can't go to London by Greyhound, you know.

Then last week came the earth-shaking news --- the goddam boat was in Long Beach Harbor and it was laden with 17 Lotuses, just the first contingent. Well, Amos, there was no containing Mr. Challman. He was on the verge of going phroot. His gloom vanished with the ocean breezes and fog, and when he picked up the tube to tell me about it, I thought I was talking with some of LA's stupid highway drivers waiting to take their tests at the Dept. of Motor Vehicles (my feelings are unchanged in this matter).

ROARING DOWN THE COAST ON MY MOTORCYCLE

"Come on over right away," he blurted. "They're here, they're here!"

Down the Pacific Coast Highway, skirting the foaming sea and braving the stink of the huge El Segundo oil tanks, I roared on my Honda motorcycle.

"Look, look," Challman cried, pointing at five Lotuses in the showroom being polished to a blinding, dazzling brightness through the beach fog. On the windscreen of each of those five Lotuses, I observed, was a small white card bearing one word, SOLD.

To begin our collective breaths, we ambled next door to GIUSEPPE (You Betcha My Life) DAMANTI'S Spaghetti Salon for a meatball and sausage sandwich and some of Joe's homemade vino. Mannaggia!

Here, while Giuseppe sang "O Sole Mio" and "Santa Luccia," Bob Challman proceeded to bring me up to date, Lotuswise, as the ad agency mountebanks croak.

The 1962 Elite now comes in three sizes, with the same '62 bodies and vastly improved interiors.

1. The Standard GT Coupe now has two carbs and develops up to 80hp. And--- get this bit, if you can believe it --- the price has dropped \$1020 under last year's tab. It goes today for \$4780. "How can anything be cheaper now than it was five minutes ago?" I asked Roberto above the din of Giuseppe Damanti's Italian poetry (he switches from song to the works of GABRIELE D'ANNUNZIO). He explained this is possible because he, in effect, functions more as a factory rep than as a distributor, which means the absorption of the latter's cut.

2. The Standard GT Coupe Special for racing is track-ready for SCCA competition. Included are four-speed ZF all-synchro transmission, competition suspension, four-branch exhaust system, heater-defroster unit and competition brakes and tires. Again --- reduced, says he, from \$6780 to \$5310.

3. The Elite Super 100 is the same machine that was 8th overall at Le Mans last June. It goes for \$7250.

PRICE DROPS ALSO ON SUPER CLASSIC 7

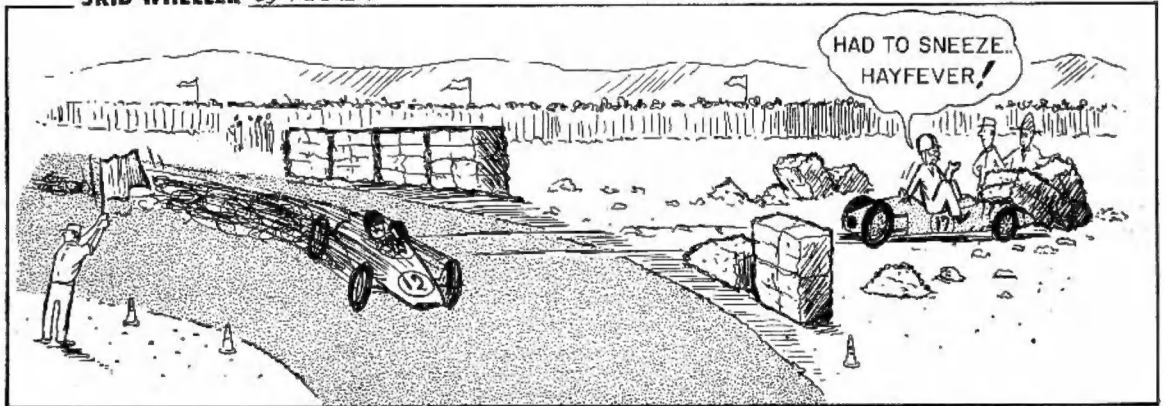
Now for the Super Classic 7. This job has two Webers, is Cosworth-tuned with a 1340cc Ford 109E1 engine. Price drop --- from \$3670 to \$3265.

The Lotus 23 class G 1100cc will be brought in with the Stage IV Coventry Climax engine. The first shipment, due Oct. 10, has all been sold. Next shipment of 23s is due in Dec.

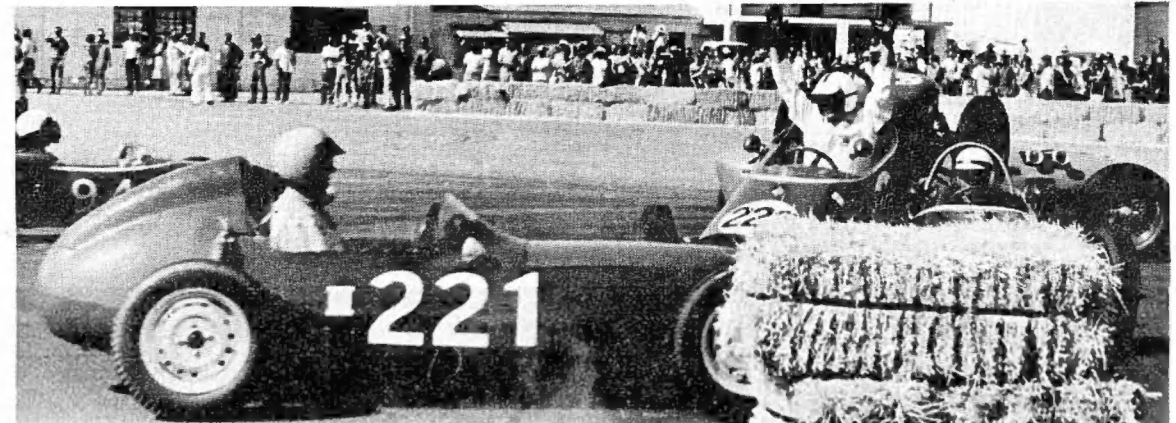
(Note --- Former World Champion JACK BRABHAM is reported entering a Lotus 23 full Climax V8 1500, which is not yet completed, for the LA TIMES GP for Sports Cars, Oct. 14, at Riverside.)

The Elite will stay with the Climax engine except for a few special experimental models to be built early in 1963 for special

SKID WHEELER by PUCKER



'Let me out of here,' cries Tom Milana as his Lotus climbs over Richard Hughes' car.



Triangle photos by Jack H. McGinnis

Seconds before, Milana throws his arms up as Norman Babcock tries to get through Santa Barbara turn 2 entanglement.

Coast Standings

Continued from page 2

F PRODUCTION			H PRODUCTION		
Dave Jordan	Porsche	94	Dallas Dickson	Abarth	57
Ken Miles	Alpine	50	Pete Cordts	Sprite	52
Nevin Lyon	Porsche	44	Bill Harlowe	Sprite	46
Jerry Titus	Alpine	32	Geo. Cheyne	Sprite	42
Bill Pendleton	MGA-Mk 11	30	Jim Nunan	Sprite	30
Charley Gates	Porsche	28	Clyde Sebastian	Sprite	26
Geo. Follmer	Porsche	26			
Ray Pickering	Alpine	24			
Mike Eyerly	Porsche	24			
Ron Grable	Porsche	22			
Lew Spencer	Alpine	21			
Miles Gupton	Porsche	20			
James Barber	Porsche	20			
Ted Block	Alpine	16			
Dr. Geo. Larson	MGA-Mk 11	16			
D. Horsh	Porsche	14			
Willie West	Alpine	10			
Forrest Tindall	Porsche	8			
Walt Maas	Porsche	8			
L. Leva	Porsche	8			
John Antone	Alpine	6			
L.C. Thomas	Alpine	6			
Jim Samuels	Porsche	6			
John Lumkin	MGA	5			
F. Evans	Porsche	4			
Al Brengle	Abarth	2			
C. Trooper	Porsche	1			
John Barneson	Porsche	1			
K. Hardy	MGA	1			
Scott Redfield	MGA-Mk 11	1			
G PRODUCTION			C MODIFIED		
L.E. Randolph	Sprite	72	John Brophy	Devin Corvette	69
Frank Smith	Alfa	60			
Serge May	Lotus 7	34			
John Stuhldreier	Alfa	30			
J. Rose	Sprite	30			
Bob Bent	Lotus 7	28			
Stan Schaeffner	Alfa	24			
B. Young	MG Midget	24			
Pete Cordts	Sprite	22			
Wendy Nelson	Alfa	22			
Frank Hindmore	Lotus 7	20			
Bob Hudson	Lotus 7	18			
Hank Boserker	Sprite	16			
Bob Mathes	Sprite	12			
Jerry Mathews	MG Midget	12			
Joe Harvey	Sprite	10			
Frank Drummond	Sprite	9			

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Continued on page 7



It Says Here in the SCCA Book of Rules:

WRITE ANGLES

The SCCA issues an official 91-page book of rules governing all angles of the various competitions sanctioned by the club. Hundreds of definitions, specifications are listed, including this:

During a competition each automobile shall carry identification numbers... placed on the front, rear, and both sides... in such a way that they are clear and legible...

Numbers shall be restricted to one or two digits and shall not end in 0, except for numbers 0 and 10.

Is the above rule enforced? Not locally. We all know KEN MILES is still using his famous number--50. First time I saw it was on a TC--then on the renowned MG "Flying Shingle"--after that Porsche and other makes inherited it. Came with the driver, and "50" has proudly identified a long list of winners.

Which was Okay when the Cal Club was operating under its own system of regulations. But the Cal Club several months ago became a region of SCCA and, according to the rule book, a car number shall not end in 0 except for numbers 0 and 10. Does that mean Ken is driving an outlaw car, number 50 being no longer legal?

REGULATIONS IGNORED

Another SCCA regulation which seems to be ignored relates to advertising on cars. The book says:

No advertisement or trade sign shall be distributed from or carried on any automobile during any competition. This rule shall not apply to the manufacturer's usual name plate, transfer or other device normally attached to, engraved or stamped on cars sold by them to the public.

I don't see races outside of this area, but I do see pictures--and I see advertising on cars running in SCCA events. While I think advertising of oil, fuel, tires, plugs and other components and accessories should be confined to MOTORACING and other legitimate publications, I can't see much objection to some discreet identification besides

the number on racing machinery. But heaven preserve us from the stupid and childish lurid SPECIALS which make Indianapolis racing cars look so absurd.

One session at the Indianapolis merry-go-round cured me. Hours and hours of boredom while cars practically alike, which couldn't run in the rain or in the other direction, chased each other round and round. But what made it unbearably nauseating was the ridiculous look of MRS. WIGGS DIAPER SERVICE SPECIAL and similar signs in purple and yellow as big as the side of the car would take. Perhaps it was this idiosyncrasy that prompted SCCA officials to stipulate NO ADVERTISING ON CARS.

WHY PRINT THE BOOK?

But it is obvious that some of the rules are not being enforced. Shall we be confronted one of these days with protests from peevish losers who get hold of the SCCA official regulations and find this:

Any entrant or driver who may be disqualified... in any competition shall thereby forfeit all right to award in that competition.

Any driver with a car numbered illegally or carrying advertising is violating official rules, and it says here, right in the book:

The SCCA bylaws provide for the expulsion of members from the Club for violations of SCCA rules...

Since the rules are evidently not enforced, the question is: Why print and circulate such a book?

Coast Standings

Continued from page 3

Bill Sherwood	Ferrari Corvette	52	Roy Domke	Spl.	18
Dave MacDonald	Corvette Spl.	30	Mary McGee	RS	16
Al Miller	Ford Spl.	24	Dick Hall	RSK	8
S. Harris	D Jag	22	G MODIFIED		
Chuck Kessinger	Maserati	20	John Timanus	Lotus XI	102
Pete Voevodsky	Toussend Spl.	20	Pete Brook	Lotus XI	58
Stan Burnett	Corvette Spl.	20	Pat Pigott	Lotus XXIII	58
Bob Harris	Campbell Spl.	18	Bin Hinshaw	Elva Mk VI	44
Bob Potter	C Jag	16	Frank Monise	Lotus XI	28
Tracy Bird	Lister Jag	10	Dr. Wm. Molle	Lola	28
Elgin Holmes	Buick Spl.	8	Dave Kyte	Elva	22
Chas. Willis	Jag Spl.	8	Art Snyder	Elva Mk VI	20
Bill Dixon	Maserati	6	Don Maslin	Lotus XI	18
John McCann	Special	6	Paul Scott	Lotus XI	10
Alex Budurin	Hageman Spl.	6	Jim Chaffee	Lotus XI	8
Bob Egelson	Corvette Spl.	6	Harry Banta	Genie	6
D MODIFIED			T. K. Johnson	Lotus XI	5
Jack Nethercutt	Lotus 19	116	Bill Young	Lotus XI	4
Dick Brashhear	Ferrari	64	Bunny Ribbs	Elva	2
Bill Sturgis	Cooper Monaco	36	H MODIFIED		
Pat Bryan	Ferrari	36	Dr. Richard Schoenen	Lotus FIAT	120
Pete Lovely	Lotus 19	28	Ingvar Lindqvist	SAAB	94
Jack Hinkle	Maser 61	28	High Pryor	Sondra Spl.	55
Wally Thomas	TR-Spl.	18	Richard Erickson	Vickling Spl.	31
Hal Conrad	A-H 100-S	12	Lyle Forsgren	Special	30
Bill Krause	Maser 61	10	Rick Paddock	Lotus Crosley	24
Jack Reasoner	Pink Elephant	8	Jim Starbuck	Miller Moretti	20
Jerry Grant	Ferrari	8	Tom Spencer	Panhard	18
Ron Dykes	Maserati	6	Bob Marting	Panhard	18
E MODIFIED			Dick Rydel	FIAT-Abarth	17
Bob Challman	Lotus 9	78	Harry Eyerly	Crosley Spl.	16
Geo. Grinzwitsch	Cooper	40	Lon Runyon	Crosley-FIAT	12
Hap Sharp	Cooper	30	Richard Elke	Crosley Spl.	10
Jack McAfee	RS 61	30	Glenn St. Louis	Renault Spl.	8
Ted Peterson	Maserati	24	Robert Martindale	FIAT-Abarth	2
Keith Armstrong	TR-Spl.	20	Robert Miller	Crosley	2
Ken Meis	Special	8	Robert Snow	Crosley	2
F MODIFIED			Frank Scott	Devin Crosley	1
John Masterson	RS 60	84	FORMULA JR. I		
Clyde Freeman	RS	76	Rob Nethercutt	Lotus 22	102
Jay Hills	RSK	60	Dick Boyle	Lotus 20	74
Pete Lovely	Lotus	30	Bill Blatt	Lotus 18	48
Bob Yeakle	RS 62	24	Ed Leslie	Gemini	38
D.J. Ratterbury	Porsche Spl.	24			
Jot Travis	RS 550	20			

Continued on page 5

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Letter From CANADA

BY EVE WHITE

Mosport has been available for open practice for sometime now, and many drivers and riders are taking advantage of this facility. Especially at weekends, when there is no scheduled race meet. The track echoes to the Comstock Spl., Lotus, and all manner of smaller type speed machinery

Sports cars seem to be the favourite give-away these days. Salada-Shirriff have an Alpine a month contest, and Pepsi-Cola, sponsors of the Canadian Grand Prix, have a sweepstake for a sports car going now. Even the Toronto Maple Leafs, champion hockey team, have a sports car promised to the best player...

Canadian motorcycling suffered a sad loss recently when BOB WEBSTER was killed while racing at Watkins Glen. Internationally, the news of BOB MCINTYRE'S death from injuries suffered in the British Championships, also struck a very sad note...

The introduction of the Simca 1000 was a TV type drama, complete with darkness, flashing flood lights and three glamorous models to demonstrate the car's features. A musical combo also highlighted the presentation...

Victoriaville, Quebec, hosted a road race through the town on Sept. 2, when motorcyclists from all over the Northern States and Ontario and Quebec flocked to see this rare type of racing. Closing roads for racing in Canada is an almost unheard of luxury...

HOLBERT SETS RECORD

By BARBARA WEAVER
Special to MOTORACING

THOMPSON, Conn., Sept. 3 --- Bob Holbert and his very potent Porsche RS set a new overall lap record of 1:37.0 (subject to official confirmation) during the SCCA national races at Thompson Raceway today. The previous record, 1:37.2, was set on Labor Day weekend in 1958 by Chuck Daigh in the Reventlow Scarab. Holbert's race average of 71.89mph for the 25-lap race for SCCA modified cars was by far the fastest of the day, though not equal to his record-breaking 72.15 mph average which he set during yesterday's 10-lap warm-up race. Second overall in the Labor Day feature was Jesse Wyllie's class GM Lola, which averaged 68.81mph, a new class record.

Seven other class winners set new records during the six race program. Classes G & H Prod, and H Mod, John Igleheart (OSCA-HM) and Rod Harmon (Sprite-GP) set new records of 63.59 and 60.73mph respectively. Brad Picard again won class H with his Sprite, but his 57.37mph average was not enough for a new record.

The 25-lapper for Class Fp brought national point leader Skip Barber into a hot duel with Thompson veteran Art Tattersall. At the half-way mark, Barber's Turner developed mechanical problems, but Tattersall's MGA still had plenty of competition from the Porsches of Will Daugherty and Matt Forelli. Positions changed several times, with Daugherty the eventual winner at 62.04mph.

D and Ep - Class winners led from the first lap. Bert Everett's Porsche kept its national point lead with a 63.51 mph victory, and Bob Tullius smashed the Ep record with a 63.50mph average in his Triumph TR-4.

Formula Libre, Junior, and F3 ---New records in all three classes. Team Mayer from New York City finished as planned with their identical navy blue Formula Junior Coopers #2, #3, and #4 coming in with positions 1-2-3. Tim Mayer, the winner, averaged 70.80mph, with Bill

Smith and Peter Revson close behind at 70.45 and 70.42mph.

In the Formula Libre group, Stutz Plaisted broke his old record with his new car. His Cheetah 3000, a Formula I Lotus with an aluminum Buick engine, averaged 70.82mph. Back in the pack, John Field and his Cooper F3 car again upped their previous record with their class-winning 65.17mph.

Classes A, B, and C race was the usual heartstopping battle of the big iron. Bob Grossman's Ferrari Berlinetta took an early lead, with Mike Gammino's Corvette close behind. Doug Thiem and Gerry Georgi, both in Berlinettas, moved up rapidly and took over from Gammino and then Grossman. Georgi's masterful driving earned him the win at 67.44mph, with Thiem and Grossman following in that order.

Most astonishing performance of the day was that of Dave Clark and his rapid Cp Lotus Super-7. Despite a split start (Cp started 28.8sec. after A and Bp), Clark moved through the field to finish overall in front of all the B cars except the winner, Bruce Jennings. Clark's 65.42mph average not only set a new C record, but was even higher than Jennings' average of 65.16mph.

The race for big modified cars brought Holbert's sensational win and a surprisingly high attrition rate. Of 20 starters, only 11 finished. Holbert's E Porsche and the two G cars of Wyllie (Lola) and Jim Scott

Continued on page 6

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AT SANTA BARBARA, this was the roadway from the Black Flag Information Center to the Technical Inspection area. Note how blocked it was by spectators, including D.D. Michelmore (arrow), who allegedly has resigned

as president of sponsoring Cal Club, but is now more active than ever as a negotiator for race dates and sites.

Photo by Lester Nehamkin



Photo by Lester Nehamkin

Nice place from which to watch the races at Santa Barbara ---atop the haybales.

Standings

Continued from page 4

Bruce Eglinton	Lotus 20	33	Gary Hoop	Lotus 18	2	Jake Platek	Stang.	8
Steve McQueen	Cooper BMC	30	Steve Froines	Lotus 18	2	Ray Weaver	Norcon Spl.	6
Ray Seher	Lotus 20	24	FORMULA JR. 111			Jack Lyon	Elva	6
Kurt Neumann	Dolphin	22	Norman Babcock	Elva	56	Geo. Pridmore	Stang.	6
Bob Devlin	Lotus 18	22	Jim Frank	Alke	50	Al Norman	Lotus 18	6
Pat Pigott	Lotus 22	10	Fred Parkhill	Volpini	30	Troy Clem	Dolphin	1
Jack Dalton	BMC Mk 111	10	L.J. Rattner	Stang.	28			
Dick Petty	Lotus 18	9	Jim Reckers	Tech. Mech.	28			
Charles Parsons	Lotus 20	8	G.H. Johnson	TR 10	16			
Tony Briggs	Cooper BMC	4	Jim Coffin	BRS	14			
Geo. Sabin	Lotus 20	2	Dr. Clausing	Stang.	10			
			Walter Weeke	Weeke Spl.	8			
FORMULA JR. 11								
Ray Altman	BMC Mk 11	116						
Bill Cowdin	BMC Mk 11	47						
Val Haef	Lotus 20	36						
R. H. Hughes	Lotus 18	28						
Don Hanawalt	Crocus BMC	26						
Charles Parsons	Cooper BMC	20						
Chuck Gounis	Elva	20						
Pete Talbot	BMC Mk 1	20						
Mike Worlund	BMC Mk 1	16						
B. Groberg	Lotus 18	16						
Stan Peterson	Lotus 18	12						
Paul Cunningham	Lotus 18	8						
Tony Escallie	BMC Mk 11	8						
Paul Crowley	Stang.	6						
Bill Dunne	Lotus 18	4						

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DON HULETTE'S effort at Santa Barbara. He took 8th OA in an RSK: it was his first race in a rear-engined car. Polak's other pilots coming in for cheers were JAY HILLS, BUZZ NAYLOR, PAULA MURPHY and BARBARA HALL . . . It was MAX BALCHOWSKY'S first race in about two years aboard Old Yeller, which accounts for all those spinouts on turn 2 on Saturday; he was a DNF Sunday with a broken piston. And although he won, BILL KRAUSE had transmission trouble, had a hardtime finding 3rd gear . . .

HANK KONYSKY informs that JOE PERRY, the Riverside prexy, planned to break the yarn on those Jan. 19-20 races, but BILL FRANCE of NASCAR jumped the gun at Daytona, Riverside is putting up \$13,000 for the 250-miler for GT and sports cars on the 19th, and there will be \$55,000 up for the 500mi. stocker the next day . . . GLENN LEASHER, 25, was killed last week when his jet-powered car crashed at Bonneville . . . Three British motorcyclists were killed on Sept. 4 in the Jr. GP around the Isle of Man's hazardous mountain course. Two days later, another Briton was killed in a trial run for the Sr. Manx GP . . . VASEK POLAK leaves for the Porsche factory in Stuttgart on Sept. 19. He will begone two weeks, returns for the US GP at Watkins Glen, Oct. 7 . . . BILL JOHNSON, 38, Garden Grove, Calif., truck driver, set world land speed records for motorcycles at Bonneville --- 222.52mph for the mile, and 224.57 for the kilometer. He rode a 650-Cub Centimeter British-made Triumph.

Like the man sez:

"What good is what you got if you're not HAVING ANY FUN?"

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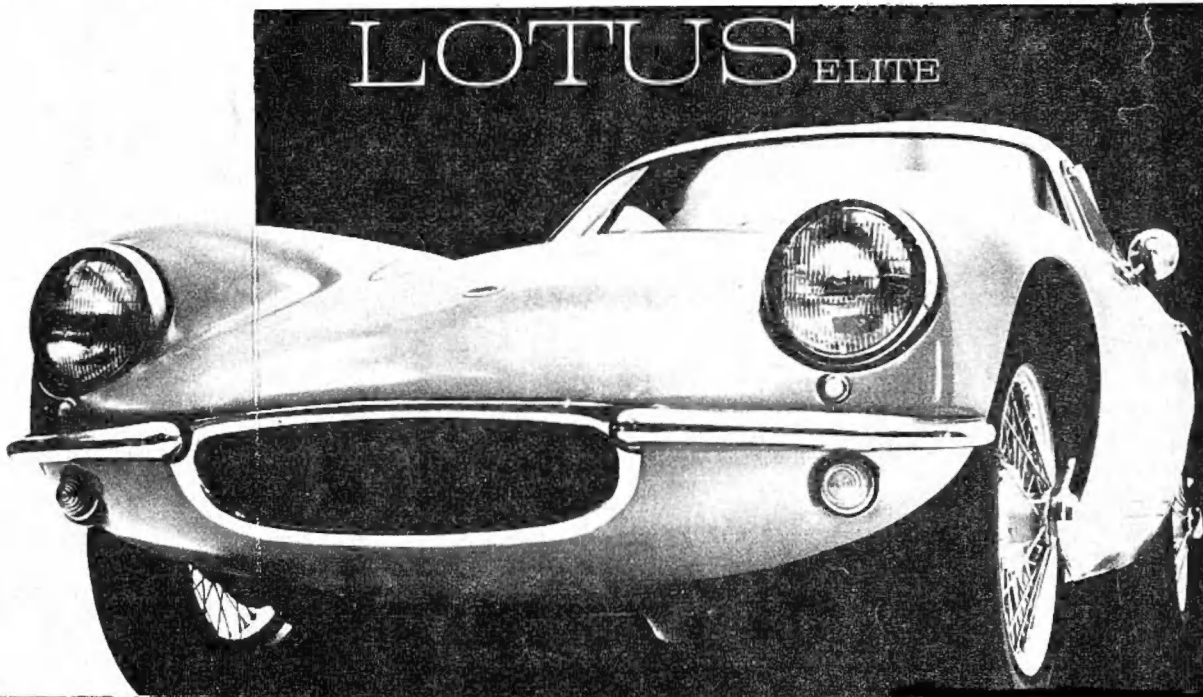
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Rally... Round

By ISABEL HAAS

SCCSCC CHAMPIONSHIP RALLY POINT STANDINGS

(Includes Wheelie Bounce)

POS.	DRIVER	CLUB	PTS	NAVIGATOR	CLUB	PTS
*1	T. Sparks	PSCC	143	* D. Sparks	SMSCC	143
2	D. Coulter	T-A	123	D. Husebos	RM	100
*3	F. Reiley	RAL	118	* E. Martin	RAL	92
4	D. Husebos	RM	100	J. Coyle	T-A	84
*5	R. Stoik	RAL	92	V. Rendahl	CAR	84
6	P. Rendahl	CAR	84	L. Harris	T-A	83
7	N. Quam	LSCC	75	G. Kiggins	sfDre	75
8	B. Cole	RM	67	T. Lawton	LSCC	75
9	M. Grobstein	SCARE	63	J. Ryan	T-A	69
10	B. Cook	T-A	59	G. Bermant	RM	67
11	B. Farlton	sfDre	59	M. Haaz	RAL	64
12	J. O'Brien	RM	58	D. Cook	RAL	58
13	B. Cook	RAL	58	A. Rosenheck	NRSCC	52
14	W. Brown	PSCC	52	J. Sadler	RAL	50
15	J. Hedblom	sfDre	51	J. Curtis	RM	50
16	B. Craik	RAL	50	B. Taylor	CAR	48
17	F. Curtis	RM	50	J. Higgins	SCARE	47
18	G. Leaird	SCARE	47	M. Burkin	LMSCC	47
19	B. Burkin	LMSCC	47	R. Duncan	SCARE	45
20	M. Kralick	CAR	45	J. Bauer	RAL	44
21	R. Pearson	NRSCC	38	C. Enoch	NRSCC	35
22	D. Kanner	sfDre	35	C. Rogers	CAR	34
23	L. Winzer	RAL	33	I. Haas	sfDre	34
24	J. Neros	CAR	27	D. Winzer	RAL	33
25	B. Eichelkraut	NRSCC	27	B. Keife	sfDre	32
	B. Piercy	CAR	27			

* Have six rallies with points. Final total score is based on best six rallies.

Those of you who keep close count of points, will notice some rather odd changes in the current standings. "Count Down" was rescored when the Rally Committee allowed an appeal to a protest on Leg 1. The protestor admitted he'd goofed before he reached the dubious instruction (a mistake at that point couldn't have cost a minute, let alone a maximum error of 15 minutes), but felt that he should protest anyway. He made his point. In fact, he made a large bundle of points, the tossed out leg having improved his position more than somewhat, as Damon Runyon used to say.

Rally Committee Chairman, BILL EICHELKRAUT, in reporting to SCCSCC, stated that the Committee felt that it was poor sportsmanship on the part of the rallyist involved, but the appeal was allowed because in theory, the protest was valid.

If the sponsoring club has disallowed a protest, there is usually an appeal filed as the protestor (protestant, in Rally

Codese) has put up a \$5 protest fee, and is hoping to get it back. If neither protest nor appeal is allowed by the Committee, the money goes into the SCCSCC treasury. The fee is returned to the rallyist if the protest is allowed.

The protest fee was inaugurated two years ago with the hope that it would reduce the number of protests filed. There are probably times when the Committee feels that it was all in vain. There are some who'd protest the color of the rallymaster's car if it would produce a lower error.

The seven-man Rally Committee has the final word on all protests and appeals. A couple of disgruntled rallyists have accused four or five members of being in another's pocket, but 'tis a foul aspersion. They're too independent---and ornery---for that.

They were a bit shook when a reporter visited their last meeting. Aw really, fellas, who

Continued on page 7

Santa Barbara

Continued from page 1
at the end of 10 because of another accident.

Dead on arrival at Cottage Hospital was Russell C. Martin, 25, Los Angeles contractor. His Stanguellini was involved in a spectacular crash in today's Form, Jr. race.

In another spectacular accident almost at the same spot---going into turn 2---Bob Harris, 36, Van Nuys, well-known TV and movie stunt man, went off the road, struck a culvert and blasted 25-30 ft. into the air. He suffered a broken shoulder and cracked ribs on one side.

Yesterday, at turn 1, Jim Truitt, Burbank, spilled in the motorcycle race. He suffered a broken arm. He was astride a Honda 250.

Also, a couple of spectators got ruffled a bit rushing to clear out of the way after Harris' catapult.

Practically all of the trouble---involving many spinouts and flips---came at turns 1 and 2. A heavy concentration of a crowd of 20,000 fans was at this part of the new course, which is under severe fire, and saw the accidents.

This was the first fatality at Santa Barbara since the Cal Club's 1961 Memorial Day races when Franklin Fish of the Long Beach MG Club, a course flagman, was struck by a Berkeley driven by Lou Ames. He died later of his injuries.

There was a heavily-packed field of 31 cars on the 1.6mi. course for the Jr. race. With the field unable to get sorted out, the exposed wheels of Martin's Stang apparently grazed those of another car. It was figured he was in 3rd gear and close to 80mph going into turn 1.

The car bolted into the air, end over end, then continued flipping sideways for 150ft. before coming to rest on its side. The victim's seat belt had slipped down to his thighs, and the major part of his body was exposed as the machine hurtled over and over. Veteran racing observers said he would have been saved if he had worn a shoulder harness.

At the instant that Martin was crashing, two other cars were colliding. At turn 2, Tom Milana's Lotus 18 started climbing over Richard Hughes' Lotus. Milana leaped out hurriedly. Neither driver was injured. The

Clark First At Oulton Park

OUTLON, Eng., Sept. 1 --- Jim Clark of Scotland today won the 210-mi. Intl. Gold Cup race, leading from start to finish in a Coventry-Climax engined Lotus. Second was Graham Hill, BRM, over a minute behind Jack Brabham of Australia was third.

Of the 21 cars which started, only 10 finished. One of the drivers forced out was Richie Ginther, Granada Hills, Calif., who shoved a connecting rod through his BRM engine. Joakim Bonnier of Sweden was forced out with gearbox trouble.

You may not think so on a hot day, but cars outnumber trucks by about 5-1 on U.S. highways. The score last year was 58,854,000 cars to 11,042,000 trucks.

race was called, and when it was restarted, Hughes was in the race, which was won by Rob Nethercutt (Lotus) after a good ride.

There was still another spectacular accident in the earlier E Prod. 15-lapper. Involved was the Lotus Elite of Norman Hart. He came in hot into 2, flipped a number of times and slammed into the haybales. He walked out of it OK.

Harris' accident was a whopper. That he survived after his rear-engined, Corvette-powered Campbell Spl. rocketed off the course is a miracle. The machine, disintegrating in the air, came down from a lofty altitude and landed wheels up. Harris crawled out of the wreckage. By a great stroke of fortune, his injuries were not serious.

From lap 3 through 9, Harris was third behind Krause and Lance Reventlow's new rear-engined, Buick-powered Scarab. He was pressing hard and at times had the machine up to 150mph.

He had signalled to Billy Campbell, builder of the car, that it was not handling well on the turns. Approaching 2 on the 10th tour, the back end appeared to fish-tail, went into a 200ft. slide, the last 25ft. broadside. Ripping into the culvert, the car lost its right front wheel. Both ball joints broke. It came down about 75ft. from the packed grandstand.

While the Cal Club has been criticized for the culvert, it was this cement ditch that slowed the car up and sent it spinning into the air. Had this not happened, the Campbell Spl. easily could have hurtled into the crowd for another Le Mans disaster.

They had changed tires on the Campbell Spl. after practice. A tire might have been pinched and have been losing air during the race, accounting for the unwieldiness.

Harris did not stretch out of his belt. The roll-bar held up. The chassis held OK. The cockpit did not give in. But everything else was shattered. After shearing a communications pole, the car struck the bales with such force that it took an ice

Continued on page 7

Slalom Column

Because of lack of space, Dennis McCosh's SLALOM COLUMN is omitted from this issue. It will be resumed in the next issue.

I. Lindqvist

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Thompson Mark Set By Holbert

Continued from page 4
(OSCA de Tomaso) finished ahead of the first C car, the ex-Cunningham Lister Jaguar driven by Don Adams. The twin Lister Jaguar, entered by Dick Stolz of Lake Katrine, N.Y., was missing from the lineup because of Stolz' spectacular accident on the main straight in Saturday's practice runs. The car overturned after a bolt holding the right rear radius rod let go. The car was demolished, but Stolz escaped with facial lacerations and bruises.

Today's races were conducted in blazing sunshine, in marked contrast to the overcast and showers on Sunday. Three of Sunday's 10-lap events ran during light rain which slicked the course and slowed the cars noticeably. By the end of the day, the course had dried sufficiently so that Holbert could really push the RS for his fantastic new race record, but the "big iron" boys in classes A, B, and C had the pleasure of running when the course was at its slickest. The Ferraris and Corvettes were skating around very gingerly and widening the road at several corners, while Porsche driver Bruce Jennings was finding the slippery surface just to his taste. One by one he passed all the larger cars except Grossman's Ferrari, and at the checker was only a fender behind the larger car.

Class results for Sunday's races follow:

Gp	Jack Crusoe	Alfa	61.13
Hp	Brad Picard	Sprint	57.00
Gm	Jesse Wyllie	Lola	68.88
Hm	John Igleheart	OSCA	63.55
Fp	Tom Stamp	Porsche	61.79
Dp	George Frey	Porsche	61.34
Ep	Bob Tullus	Triumph	61.79
Ap	Rob Grossman	Ferrari	61.09
Bp	Bruce Jennings	Porsche	61.08
Cp	Dave Clark	Lotus S-7	60.60
F, Libre	Jack Walsh	Cooper Climax	62.17
F, Jr.	Tim Mayer	Cooper	65.95
F, 3	John Gudwa	Cooper	59.86
Cm	Bob Holbert	Porsche RS	72.16
		(no class of Em.)	
Em	Bob Bucher	Porsche RS	76.50

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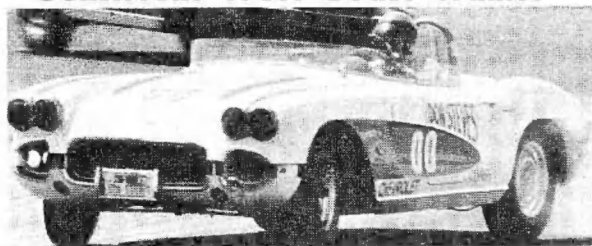
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David L. Morgan LU 7-6727
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BRAND NEW — Driven only 7 miles. Right hand drive. \$5,000. Or Best Offer. 4608 Rodeo Road, Los Angeles 16, California or call AXminister 1-0971.

'59 PORSCHE COUPE

1600
AM-FM radio
Silver w/red leather interior.
Never been raced
KRELL BUICK
Pasadena Preferred
1095 E. Colorado, Pasadena
Calif. MU 1-9979

1960 Mercedes-300 S.L. Roadster

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- ONE OWNER — 35,000 MILES — NEVER RACED
- THIS CAR IS IN EXCELLENT MECHANICAL CONDITION

WANT THE BEST? DON'T WAIT!

\$100. OVER WHOLESALE — \$5,900

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THE AUTO WORKS

TRIUMPH SALES & SERVICE

17454 CHATSWORTH ST., GRANADA HILLS, CALIF.

PHONE — EMPIRE 3-5081

Rally Round

Continued from page 6
ever heard of carrying a tape recorder in a knitting bag?

ODDS 'N' ENDS: There will be a large contingent of locals going down to Escondido to run Palomar's Rally of the Stars, September 16. We'll have results in the next issue. . . . **BOB CRAIK**, rallymaster of the October championship, Huddle Bussle, says they have received 30 entries. The date's the 21st, and entries may be obtained from Bob by writing to "Huddle Bussle," Box 123, La Mirada. . . . The October open, Encore-Booster, co-sponsored by sDre and STL, is on the 28th. Rallymasters are **BOB TARTLTON** and **DICK COULTER**. For reservations

and entries, call Porsche 5-9660. . . . A new policy for trophy presentation will be installed when the October CAR Friday Nighter is run. So says **BOB PIERCY**, club president. Too many SOP entrants are coming in with errors lower than the Novice navigational class. The "professional" Seat-of-the-Panters will compete in a separate class. The October event will be number 29, or XXIX, as they say in rally circles. This popular, low-pressure rally draws between 95 and 120 cars. It's a good event for the beginner and practice for the hot shots. Former MOTORACING columnist, **DUANE SPARKS**, is chief scorer, checking all the cards for the trophy handout after all

WANTED

Porsche Spyder
Write: E. Bussian
2246 Swainwood Drive
Glenview, Ill.
Park 4-7183

HUFFAKER CHEVROLET SPECIAL. Completely overhauled. New paint. Zero time on 303 Cuin. Hilborn injected engine. Magnesium knock off wheels. DeDion rear end with Halibrand center section. Six spare wheels and tires. Car in excellent condition throughout. Details and pictures on request. Price \$3,895.00. Bob Herda, 115 Crest Lane, Portola Valley, California. UL 1-0489.

GEMINI JR. IIIA

Chequered Flag Parkes Championship team car. Ed Leslie #98. Best 1100cc Cos., Special longer chassis, bigger brakes, close ratio 5 speed. New 5:25 and 5:50 x 13" R5 Green S D-12s. MARCO maintained, he's leaving, must sell. No better car. \$4,800. Ed Leslie, 999 Del Monte, Monterey, Calif. FR 3-1033.

'58 RACING BERKELEY

Engine apart but complete. Many comp. modified & extras. Best offer over \$300. (trailer incl.) All weather equip. for street use. Pri. Pty. Contact C. Hildebrand, 1814 N. Harvard Blvd., Hollywood - eves. Or call DU 5-7051 wk. days

CORVETTE '55, '62 eng. 327 w/ fuel injection. 3-speed. Close ratio trans. '62 posi. traction. Chrome wheels. Best offer. Call mornings. Glendale, Calif. CI 2-3871.

PORSCHE CARRERA GT #81

Lost power at Santa Barbara. Selling as is. Will accept best offer. Call Jay Hills, 340 N. Myers, L.A. AN 3-2127.

5 Brand New GOODYEAR TIRES

590 - 15, 4 ply Super Cushion
Dick Rogers AX 2-2962
4838 Orinda Ave., L.A. 43, Calif.

MOTORACING

Course Raked

Continued from page 1

only place on the circuit where a full-throttle drift can be applied. Less than 200 yards beyond lies Turn 2; a tight (app. 100-degree), narrow right-hander. The combination dictates that a drift through Turn 1 be terminated in a decelerating attitude (something akin to applying brakes on ice) and therefore demands control beyond the scope of the average "weekend warrior", the absolute maximum in vehicle stability. Dependent on performance of the equipment they were driving, there were less than 20 drivers on the entire entry list with the skill and experience required to cope with this deceptive trap.

Further complicating the dangerous combination were the following:

- 1.- The road surface composition changed just past the apex to Turn 1 due to a recent paving job.
- 2.- The pit entrance was placed right AT the apex to Turn 1. Fortunately this did not figure in the tragedies that occurred, though the potential was there.
- 3.- The shut-off markers for Turn 2 were placed far too deep into the corner to be useable. They were also decorated in a manner that made them about as legible as a color eye-test chart. Though normal placements for shut-offs is on the outside of the turn, I feel they would have been far better INSIDE in this instance.

Worst of all were the numerous physical hazards surrounding Turn 2, immediately complicating any mistakes. The area bristled with poles and cables or ropes. The entire outside of the course during, before and after this turn sloped downward away from the road in varying degrees, the majority of it loose dirt or grass. The approach contained the ditch and culvert which sent Harris airborne but it MAY have prevented his flat-spinning into the near-by stands (where it first looked like he landed anyhow) for a potential LeMans disaster that could relegate all of us to slot-racing.

Corrective measures MUST be taken before the course is used again. The general consensus seems to be that Turn 1 should either be tightened or possibly chicaned. Though it would help, it is NOT the best solution. Turn 2 is the real villain, as are many tight ones, since they're conducive to over-charging on the drivers' part with resultant spin-outs, nerfing, and off-course excursions; none of these being very tolerable in the environment of Turn 2.

Blueprinting correction is folly without knowing what areas airport administrators make available to race organizers or

the cars are in. He and his staff deserve medals for their patience and ability to work under pressure that would send most people to the Funny Farm. There are always eight or eleven rallyists breathing on him, trying to find out their current status. The noise and confusion don't seem to faze them at all. It's even more remarkable when one considers that these neck breathers have been stuffing themselves with fine Italian food from Orlando's House of Pizza. . . . Thanks to BOB TARTLTON for the photograph that produced the picture above.

LOST AND FOUND

Expensive white, extra-large man's Alpaca sweater found at JPM's. Will be turned over to Goodwill unless claimed soon. Write MOTORACING, P.O. Box 392, Dept. F., Culver City, Calif.

PERSONALS

•Augie, dear: Expect to move into a modest suite at Women's State Prison, Tehachapi, Calif. Please contact me there. — J.M.

VIGNETTES

Continued from page 3

racing purposes in class GT II. They will have twin overhead cam Lotus engines with five main-bearing cranks and 1500cc displacement.

There is not much Challman can do about quick delivery, if you're interested in any Lotus racing car. "Delivery between 90 and 120 days," he apologizes sorrowfully.

Challman, who used to work for VASEK POLAK, the Porsche expert up the road a piece, predicted in Feb. of this year, when he opened shop and he went into hock, that they would have 30 Lotuses at Santa Barbara for the Labor Day races. Look how close he came. He even underestimated --- there were 32 last week! And now he predicts there will be 20 Lotus 7s on the grid by 1963 Memorial Day at SB. Also: between 10 and 15 23s in all classes by the middle of 1963 (there are now four on the Coast).

THE 'LITTLE BOAT' COSTS A MERE \$6,300

It might be interesting to observe that in these days of \$15,000 race cars, such as the Porsche Flat (not Fiat, please) 8s, Birdcage Maseratis and Ferraris, the "Little Boat" (as they call the Lotus 23 in Britain) costs ONLY \$6300. This is a class F or G machine which is racing against the 2-liter-and-up category and still is an overall potential winner.

While many will argue into the night that any and all racing (Formula Jr. is for the poor man --- Ha Ha!) is expensive, Challman keeps emphasizing what he maintains are low cost sales figures and parts costs. "Look," he exclaimed, "recently, Frank Monise broke a crank and two rods on his class F 23. The bill for parts, which he got through me, was \$183."

Item --- **BILL LEWIS**, who formerly worked on **DAN GURNEY'S** Lotus 19 and Formula 1 car, is now with **JIM NIELAND** at Challman's Lotus shop. And also at this Manhattan Beach spot, **DAVE THEILKE**, of Salt Lake City, has set up a new body shop for Lotus repairs. After Santa Barbara, this phase of the operation should really thrive.

Item --- (says Challman) --- ALL Lotus Elite parts are completely available within 60 days, and more than 80% of parts are now here. Lotus 7 parts in their entirety are available within 30 days.

THERE IS NOTHING AT ALL WRONG WITH PAYOLA

So much for Lotus and B. Challman. Thanks very much for the excellent Giuseppe Damanti meatball sandwich (mit spaghetti sauce top and bottom).

Since I see nothing offensive or wrong with P-A-Y-O-L-A --- a magnificent practice sanctified by antiquity --- I hope there is no uproar when it becomes a matter of public record that Mr. Challman had one of his cronies wheel an Elite up my driveway. I think it would hold the road a shade better than my Honda motorcycle.

Furthermore, this should preclude going on my gourd (as **JERRY TITUS** honestly wrote in) as often! And also, who the hell needs all that ventilation!

what alterations they would permit. Ideally, the course should make a 45-degree left-hander before the existing Turn 1 then, though a series of open turns, loop back to the present

Turn 3 similar to a segment of the old course. This would require a paving job and the possible relocation of some small buildings, plus the elimination of

obvious hazards like poles, ditches, etc.. But, damn it, if the course can't be made acceptable DON'T RUN IT, tradition or no tradition. If the assinine explanation for the conditions at

Turn 2 is true as a quote from the Race Chairman "We tried to duplicate actual road conditions," then we ran that race under the direction of a hopeless

IDIOT, which one would suspect in the first place. Officials responsible for accepting course layout must either be competent or willing to obtain expert advice. This is not a professional European circuit but one operated and participated in by AMA-

TEURS. They must be protected from themselves to some degree and it should not be required that someone get hurt or killed before mistakes are realized. We sometimes go to ridiculous lengths to increase safety, yet ignore blatant conditions like this. Chavez Ravine and other new courses are due soon. A few Santa Barbara - type goofs could really destroy sports car racing in this area.

Santa Barbara

Continued from page 6

pick to remove the hay that shoved tightly into both exhaust pipes. The car hit the hay and culvert at the same time.

In winning the shortened race Krause averaged 87.6mph, and was followed by Renventlow; Jack Nethercutt, Lotus 19; Jay Hills, Porsche RSK, and Don Wester, Porsche RSK. Class winners: C, Reventlow; D, Krause; E, Wester; F, Hills; G, Dr. Bill Molle, Lola (13th oa).

Krause also won yesterday, followed by Nethercutt and Ken Miles (Porsche RS).

Dave MacDonald stayed out of the ABC Prod. race, going to the hospital with Harris. Red Faris and Paul Reinhart, Corvette A and B respectively, finished 1-2 after a ding-dong battle. Lew Spencer was a smashing third in his Morgan.

In the Jr. race, Nethercutt was followed by Ed Leslie, Gemini, and Harry Martin, Lotus 22. Fans were treated to a thriller in the D Prod. race. Ronnie Bucknum, in the famous Austin-Healey No. 31, and Rick Muther, Porsche S, put on a whale of a race, with Ronnie continuing his overall or class win string. He won by 1s. Bob Kirby, Porsche Carrera, was 3rd.

Other winners today: R. Schoenen, Lotus Fiat; B. Hall, Porsche Carrera; Charlie Gates, Triumph TR4; Dave Jordan, Porsche N; Pete Cordts, Sprite, and Don Vesco and Norris Rancourt were the motorcycle race victors.

MOTORACING

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AXminister 2-0287

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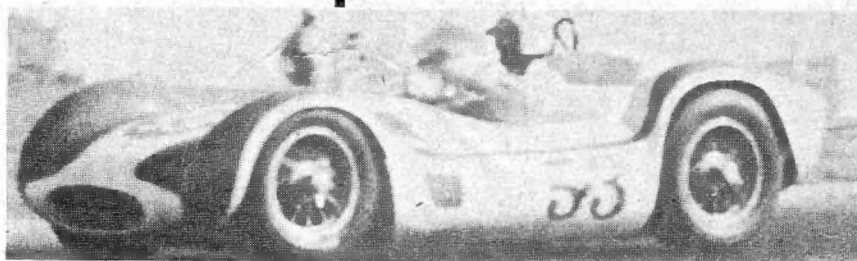
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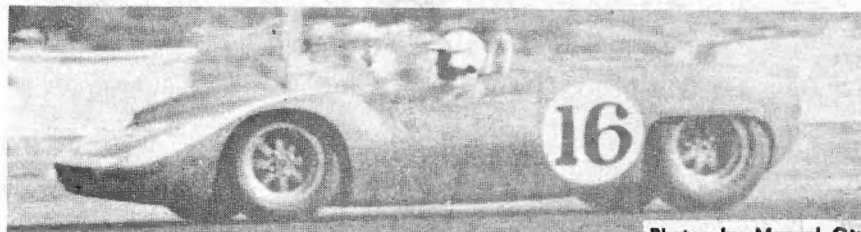
2nd Annual Reno Sports Car Races **GRAND PRIX**

**STEAD AIR FORCE BASE—
—12 Miles North of Reno on Highway 395**

Sept. 22-23



Krause (winning at Santa Barbara) Races at Reno



Photos by Manuel Otumba

Reventlow Entered in the New Buick-Scarab

Sponsored by Reno Lions Club Charities, Inc.

Sanctioned by San Francisco region of SCCA

Racing begins at 1 p.m., each day, with practice at 9:30 each morning

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Combination for both days – \$3.50. Children under 14, each day 75¢